(MPEDA) and Fishery Survey of India.

5. The Company/Association conducting test fishing shall pay a fee of Rs. 2 lakhs to MPEDA for each vessel deployed for test fishing.

6. Test fishing shall be permitted for not longer than six months.

Joint Ventures Policy

A policy on joint ventures in deep sea fishing and processing was also announced in 1991. The salient features of the new joint venture policy are as follows:-

1. Joint ventures involve financial and technical collaboration for exploitation of deep sea resources within and beyond EEZ by any of the following methods will be encouraged:-

   a) Trawling for deep sea lobsters and deep sea shrimp (other than pair trawling), beyond territorial water.

   b) Long lining

   c) Tuna purse seining

   d) Other methods such as squid jigging, hand lining etc.

2. Joint venture companies may take on lease vessels with foreign registration and foreign ownership.

3. Generally a foreign collaboration may hold up to 40% of the paid up share capital (now relaxed to 51% as per the new Industrial policy)

4. Foreign crew may be permitted on a case to case basis on such terms as may be agreed upon. A schedule on phasing out of foreign crew and inducting Indian crew should be submitted at the time of application.

5. The cost of the vessel supplied by the foreign collaborator may be treated as his paid up share capital, in the company.

6. There should be a suitable and adequate arrangement for Indian nationals in the joint venture.

7. Joint venture project should attain a minimum foreign exchange value addition as may be prescribed for the project.

Labour Courts and Tribunals

3382. SHRI SUDHIR SAWANT: Will the PRIME MINISTER be pleased to state:

(a) whether the labour courts and tribunals have served the purpose for which they were set up;

(b) if not, whether the Government propose any structural changes in labour courts and tribunals be amending the labour laws and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR (SHRI PABAN SINGH GHATOWAR): (a) Labour Court and Industrial Tribunals are established under the Industrial Disputes Act, 1947 to adjudicate Industrial disputes which are referred to them by the appropriate Government. While they have been discharging their statutory duties satisfactorily, certain problems such as an increase in the pendency of industrial disputes and applications as well as litigation in the High Courts and the Supreme Court, have been noticed.

(b) and (c). The question of restructuring the Industrial Relations Machinery has recently been considered by a bipartite committee under the chairmanship of Shri G. Ramanujam. The report of the committee is under examination in the Ministry of Labour in consultation with the State Governments and the Administrations of the Union Territories. It has also been decided to place the report before the Indian Labour Conference at its next session and seek its views before finalising the proposals.

Loss of Foreign Exchange Due to Deep-Sea Fishing Vessels

3383. SHRI K.V. THANGKA BALU: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the loss of foreign exchange due to enforced idleness of deep-sea fishing vessels during each of the last two years; and

(b) the steps taken to ensure their optimum utilisation by encouraging entrepreneurs to revive the units?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO): (a) The deep sea fishing industry faced problems during the last few years due to low catch, fall in the price of shrimp/and agitation by a section of crew resulting in idleness of the vessels. The estimate of loss incurred due to idleness is not available.

(b) For revitalising the industry a scheme for rehabilitation has been formulated, the salient features of which is given in Appendix "A".

in the international market

STATEMENT

The main highlights of the scheme areas under:-

(a) All those companies in respect of which liability for payment of interest and/or repayment of the principal amount of the loan had commenced before June 30, 1987, would repay the entire overdues on account of interest and principal repayment as on June 30, 1987 before the commencement of the rehabilitation package. Of the total overduoes, an amount equivalent to 10% of the overdues would be payable within a month and the balance 90% within six months of the commencement of the scheme.

(b) In case of the companies where the payment of interest and/or payment of principal amount of loan had not commenced till June 30, 1987, the concerned Company would pay 25% of the overdues as on June 30. 1990 in the same manner as stated in para(a) above.

(c) As a part of the rehabilitation package the penal interest would be waived and interest would be computed at the document rate for the period commencing from July 1987 to June 30,1991. The interest for the period ending June 30, 1991, thus computed would be capitalised and added to the principal amount of loan.

(d) The Govt. of India would consider providing additional loans for financing increase in the cost of the vessel on account of exchange fluctuations in respect of imported vessels where the payment to the yards are outstanding or the vessels are yet to be delivered.

(e) The Government of India/SCICI would consider providing additional loans to meet the cost of increase in the cost of indigenous vessel where the payments to the yards are yet to be delivered.

(f) The Government of India/SCICI would consider providing additional loan to meet the cost of repair of the vessel owned by companies availing of this rehabilitation package.